The first cathedral was destroyed by Attila, the next one was injured by fire, and the first stone of the present building was laid by Giovanni Oaleazzo Visconti, on March 15, 1385. The ground plan is a Latin gross, terminated by an spais. Its dimensions are: Length, 485 feet; breadth of body, 252 feet; between the walls of the transept, 187 feet; width of nave, from center to center of the colamns, 67 feet, which is double the width of the aisles; height of the crown of the vaulting nave, 153 feet; height from pavement to top of the statue of the Madonna, 355 feet.

The interior is divided into a nave and four aisles, by four ranges of cluster

ed pillars.

Fifty-two pillars, each formed of eight shafts, support the arches of the roof.

These pillars are 80 feet high, namely:
base, 4 feet; shaft, 58 feet; capital, 18

the west side of Santa Fe avenue, near Probert's drug store, nomining them feet ; the diameter of shaft, 8 feet. There are five interior doorways, in Roman style. The pavement is laid in Mosaic in red, blue and white marble. The ca dral is built of white marble, and covers a space of 107,182 square feet.

It has on its roof 7,148 marble statues and will have upwards of 3,000 more when it is finished. In addition, it has 1,500 bas-reliefs; 136 spires, each spire surmounted by a statue 64 feet high Everything about the church is marble, and all from the same quarry, which was a gift to the Archbishopric for this purpose, centuries ago. The cost, thus far, of the building, is \$100,000,000. Marco Campion was the architect who designed this wonderful structure, and it took him over forty years to work out the plans. It is second only to St. Peter's Rome.

A traveler thus describes his first view of it: At last a forest of graceful needles, shimmering in the amber sunlight, rose slowly above the pigmy housetops as one sometimes sees in the far horizon a gilded and pinnacled mass of clouds lift itself above the waste of waters at sea-the cathedral! We knew in a moment. What a wonder it is! So grand. 8) solemn, so vast! And yet so delicate, so airy, so graceful-a very world of solid weight-and yet in the soft moonlight only a fairy delusion of frost work that vanishes with a breath. It was a vision-a miracle-an anthem sung in stone; a poem wrought in marble. How soever you look at the grert cathedral, it is beautiful. Wherever you stand in Milan, or within seven miles of Milan, it is visible; and, when it is visible, no other object can claim your whole atten-

HINDOO RASCALITY .- The Hindoos are certainly a curios people. Recent letters from Hindoostand gives a ecounts of a method of cheating procticed there, which we venture to stay, never suggested itself to the most skillful American Jeremy Diddler. In that primitive country, where woman's rights have only just been heard of the daughter's person is at the absolute disposal of her father, who betrothe and marries her to whom ever he pleases, the successful suitor paying him a stipulated sum of money. It appears now that It appears now that some managing fathers make money by promiseing each of their daughters to two or more different persons, and receiving the bethrothal money from all. Lately in the province of Cawnpore two marriage possessions came at the same time to a house to re. ceive one and the same girl. Here was toundation for a serious quarrel, but fortunately the police interterred and pre-vented bloodshed. One of the suitors obtained the girl by paying out of his own pocket, a sum equal to that which the girl's father had receied from him. The unsuccessful sutor died of disappointment, why does not plainly appear ince he lost no money by the transaction, and any other woman, obtained in way, would, we should think, console him for the one he had lost.

M. de Lesseps, the finisher of the Suez canal, has put forth some of the facts in relation to the present condition of that commercial cut-off, which are in opposito the common drifts of intelligence from that quarter. He declares, in an official manner, that the canal is now twentyseven feet deep throughout, and that, after eighteen months constant use, the banks have suffered no perceptible abra-sion by the water, nor the depth materially lessened by the shifting sands. During the past year there has been passed through the canal, the Nestor, drawing twenty-three feet and three inches; the Junina, of three thousand tons burden, and the Arizona, over seventy feet wide; proving that, as regards depth, uniformity of current and width, the new maritime highway affords ample facilities for extensive traffic. As to the financial aspect of the enterprise, that it is not very flattering, but still not so dark as has been reported.

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Slippers to a Nice pair of Gaiters, Losses Liberally Adjusted and

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